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**An Coimisiun Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902.**

7th April 2026

Re: ACP Case Number – 317831-23 Response to RFI Request

Dear Sir/Madam,

I refer to the above case number and in particular to the Request for Further Information issued by An Coimisiun Pleanála (ACP) dated 23rd March 2026.

Request

ACP has requested the following further information:

The PFAS Strategy for HV Cables document submitted on 27th February 2026 refers to a 'PFAS Management Strategy for Dublin Airport' document that was submitted as part of the MetroLink Railway Order application (Ref. ABP-314724-22) and proposes to treat potentially contaminated materials at a Triage and Material Management Centre at Dardistown that also forms part of the MetroLink application.

- a) *You are requested to submit updated drawings that identify the location of the TMMC and, as necessary, the written consent of any third-party landowner to the utilisation of such lands as part of the development. Such drawings should incorporate the TMMC within the application site boundary.*
- b) *You are requested to submit a copy of the document PFAS Management Strategy for Dublin Airport submitted as part of the MetroLink application and which forms part of the current proposed PFAS management strategy.*



Response

For the avoidance of doubt, and as further explained below, ESB is not applying for permission for works or material change of use at the Triage and Material Management Centre in Dardistown (the TMMC). The TMMC is already authorised by the Railway Order (RO) granted by the Commission to Transport Infrastructure Ireland (TII) on 30th September 2025 for the MetroLink Project (MetroLink). Therefore, ESB submits that it is not necessary to provide updated drawings that identify the TMMC nor the written consent of any third-party landowners.

However, for clarity ESB is submitting an updated **drawing PE424-D2159-033-001**, which includes a segregated per- and polyfluoroalkyl substances (PFAS) triage area in the typical HDD Compounds/Laydown Areas within the existing redline boundary of the Proposed Development. It is estimated only a very minor volume of potentially PFAS contaminated spoil will require triage and storage. Accordingly, spoil removed from the ground in connection with the Proposed Development will either be triaged and stored at the individual HDD Compounds or transported to the TMMC for triage and management there.

1. MetroLink TMMC at Dardistown

As part of the railway order application for MetroLink, TII submitted a management strategy which outlined how PFAS contamination would be managed if encountered during MetroLink construction works at Dublin Airport.

One aspect of the comprehensive management strategy is the TMMC which is to be located between the M50 Motorway and the future railway Depot at Dardistown. The land is located outside of land required to deliver the permanent MetroLink works, but the site is fully within the MetroLink works area and was considered in the EIAR Addendum. The purpose of the TMMC (as it relates to MetroLink) will be to triage for PFAS by holding materials for testing and classification prior to onward transport to disposal.

The particulars of the TMMC can be found at Section F.4.3 and Figure F-2 of the MetroLink PFAS Management Strategy for Dublin Airport Report.



As mentioned above, the Commission granted the RO for MetroLink on 30th September 2025. The RO specifically authorises the PFAS Management Strategy for Dublin Airport, and therefore the TMMC, given it forms part of the plans and particulars, and by virtue of the following RO conditions:

(a) **Condition 1:** Requires the MetroLink development to be carried out in accordance with the plans and particulars lodged with the application, as updated and modified by, amongst others, the *“Per- and Poly-Fluoroalkylated Substances (PFAS) Management Strategy for Dublin Airport, submitted to the Commission on the 31st January 2025”*.

(b) **Condition 21(f):** Requires TII to implement groundwater control measures to limit the abstraction at Dublin Airport Station and associated tunnels, caverns and shafts to a maximum of 32 cubic metres per day and to implement the measures set out in the PFAS Management Strategy for Dublin Airport.

Therefore, the TMMC in Dardistown, as part of the wider PFAS Management Strategy for Dublin Airport is authorised by the MetroLink RO. The application for the Proposed Development is separate and ESB is not seeking permission for the TMMC, nor will any permission granted by the Commission for the Proposed Development authorise the TMMC. Consequently, ESB does not need to submit updated drawings that identify the location of the TMMC nor provide the written consent of any third-party landowners.

2. PFAS Management Strategy for Dublin Airport Report

Notwithstanding the above, as requested, the PFAS Management Strategy for Dublin Airport Report is enclosed with this correspondence.

We note the discretionary nature of a request for further information pursuant to section 182A(5) of the PDA. In this regard, ESB requests that the Commission consider the above response as sufficient and proceed to grant consent for the Proposed Development without delay.



I trust that you have all the required information to progress the assessment of the application. If you have any queries, please contact the undersigned at Brendan.allen@esb.ie or 0868336990.

Yours sincerely,

A handwritten signature in blue ink that reads 'Brendan Allen' is placed above a horizontal line.

Brendan Allen FIPI

NCEE Planning and Environmental Group Manager

- 1. Drawing PE424-D2159-033-001**
- 2. MetroLink PFAS Management Strategy for Dublin Airport Report**